

The China Mail.

Established February, 1845.

Vol. XL. No. 6544.

五月十七年四十八百八千一英

HONGKONG, TUESDAY, JULY 15, 1884.

日三廿月五年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Old Bailey Lane, Lombard Street, E. O. GOSNOLD Street & Co., 30, Cornhill. GOSNOLD & GOSNOLD, 37, Wallbrook, E. O. SAMUEL DEACON & Co., 130 & 134, Ludgate Hill.

PARIS AND EUROPE.—GALLIER & PUNIER, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Singapore, Singapore, C. HENRIKSEN & Co., Manila.

CHINA.—MORRIS A. A. DE MELO & Co., Swatow, Quilich & Co., Amoy, Wilson, Nicholas & Co., Foochow, Harbin & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,000,000.
RESERVE FUND, \$4,354,919.

COURT OF DIRECTORS.

Chairman.—A. P. McGEHEE, Esq.
Deputy Chairman.—Hon. F. D. SASSOON, Esq.
C. D. BORTONLEY, Esq.
H. L. DALRYMPLE, Esq.
W. H. FORBES, Esq.
M. E. SASSOON, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EDWIN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Notices of Firms.

NOTICE.

WE Have from This Date ESTABLISHED our BUSINESS as MERCHANTS and COMMISSION AGENTS, and have authorized Mr. T. SEO YOU 杜少海 and Mr. WEE KO PEE 黃高不 to Manage our Business and Sign our Firms.

SWEET HIN LEONG, 瑞興隆

48, Bonham Street, West.
Hongkong, July 8, 1884. 1123

NOTICE.

WE Have this day Admitted as a PARTNER in our Firm Mr. WILLIAM SNELL ORR.
Our PARTNERS now are Mr. THOMAS DEAS BOYD, Mr. EDWARD NEILSON ROSE, Mr. THOMAS COVILL and Mr. WILLIAM SNELL ORR.

BOYD & Co.

Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eighteenth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on THURSDAY, the 31st Instant, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends.
The Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1884. 1133

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Thirty-Sixth Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 52, Queen's Road, on FRIDAY, the 1st August, at Three o'clock in the afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.
The Transfer BOOKS of the Company will be CLOSED from the 19th Instant to the 1st August, inclusive.

By Order of the Board of Directors, T. ARNOLD, Acting Secretary.

Hongkong, July 12, 1884. 1133

NOTICE OF REMOVAL.

ON and after the First June next, the STORE of the Undersigned will be REMOVED to the Premises lately in the occupation of Messrs. E. de Silva & Co., No. 48, Queen's Road.

H. FOURNIER & Co., Stockbrokers & Wine Merchants.

Hongkong, May 1, 1884. 737

Intimations.

APPEL D'OFFRES.

ON fait savoir à tous ceux qu'il appartiendra: Que les personnes qui voudraient concourir pour le rattachement du steamer *Statenland* 1518 Tonneaux de jauge, coulé dans le port de Saigon, devront déposer leur soumission au Greffe du Tribunal de 1^{re} Instance de Saigon d'ici au 21 Août 1884 à 5 heures du soir dernier délai.

Le 22 Août 1884 à 7 heures du matin le Président prononcera, après ouverture des soumissions, en faveur de l'offre la plus avantageuse.
Chaque soumission cachetée, écrite en français avec signature légalisée par le Consul de France de la localité, doit indiquer: 1. Le prix demandé pour relayer, non-déclaré et mètre en douc le dit steamer, le prix payable seulement en cas de succès. 2. Le temps demandé pour conduire à fin les opérations.
Le vainqueur est coulé par 12 mètres de profondeur moyennant.
Pour plus amples renseignements s'adresser à Saigon à

M. M. F. ENGLE & Co., Consignataires.

S. S. Stetefeldt.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours of week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
- 3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
- 4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.
- 5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten-cent stamps the depositor will be credited one dollar.
- 6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.
- 8.—Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.
- 9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked On Hongkong Savings' Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
- 11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- 12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, April 25, 1884. 716

WITH Reference to the above, BUSINESS will be Commenced on the 1st MAY, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, April 25, 1884. 716

HOTEL DE L'UNIVERS, WYNDHAM STREET, HONGKONG.

THE HOTEL DE L'UNIVERS on the 1st March.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN

THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been newly furnished throughout, and there are ROOMS suitable for either Married Couples or Single Persons.

The TABLE will be supplied with the BEST market can provide.

The WINES and LIQUORS supplied, at both at the Bar and Table will be of the VERY BEST BRANDS.

Gentlemen desirous of taking Meals, such as TIFFINS and DINNERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD, Proprietor.

Hongkong, February 23, 1884. 368

D. K. GRIFFITH HAS OPENED HIS NEW PHOTOGRAPHIC STUDIO, No. 48, Duquoy Street, In rear of the Chartered Bank of India, Australia and China.

THE New Rapid Dry Plates, he is now working, are Twenty Times quicker than the Old process and make Portraits of Children easy and certain to secure.

The Studio is open daily, and Portraits are taken in any weather at Moderate Charges, while every care is taken to procure permanency of the prints.

New Views of HONGKONG and THE COAST PORTS ALWAYS READY.

Hongkong, May 24, 1884. 865

For Sale.

NEW SEASON'S TEA.

LANE, CRAWFORD & Co. have Received their Supply of their well-known PRESENT TEA.

'THE GUMSHAW MIXTURE'

in 5 and 10 Catty Boxes.

They are now forwarding the first parcel to England, and will be obliged by Orders from those who desire to have Boxes sent to their friends.

PRICE.—\$ 7.50 per 5-catty Box delivered FREE to any address \$12.00 „ 10-catty „ in the United Kingdom.

Hongkong, June 30, 1884. 1063

NOTICE.

SAYLE & Co. beg to inform their Customers and the Public in general that in consequence of the Death of the SENIOR PARTNER, the BUSINESS carried on in Hongkong will be CLOSED

On or before the 31st day of August Next,

AND THE WHOLE OF THE STOCK is now offered at a REDUCTION of 25 per Cent. on the Marked Prices.

Special terms will be made for parcels of Goods over \$100 in value purchased at one time.

All Sales from this date will be for Cash only. Customers are requested to make immediate Payment of Amounts due by them to the late Firm.

SAYLE & Co., VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884. 951

OVERSTRUNG TRICHORD COTTAGE

PIANOS,

by NEUMEYER & Co., WEIDENSLAUER & ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE, Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

Price for Cash, \$250 only.
On Hire, per month, \$20.

Special attention is called to the fact that after having hired a Piano for 14 months, it will become without further payment the property of the hirer.

INSPECTION SOLICITED.

Apply to Prof. A. VITA, 4, Old Bailey Street.

Hongkong, July 14, 1884. 1159

Intimations.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary MEETING of the CHINA SUGAR REFINING COMPANY, LIMITED, will be held at the Company's Office, Hongkong, on WEDNESDAY, the 23rd Instant, at 12.30 p.m., to confirm the following Special Resolution passed at the Extraordinary Meeting of Shareholders held on the 8th Instant:

That at the end of No. 121 of the Articles of Association, there be added the following Words, that is to say:—

'Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as they shall think fit.'

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 8, 1884. 1129

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary MEETING of the SHAREHOLDERS will be held at the Company's Office, No. 7, Queen's Road Central, at 12.40 p.m., on WEDNESDAY, the 23rd Instant, to confirm the following Special Resolution passed at the Extraordinary Meeting of Shareholders held on the 8th Instant:

That at the end of No. 117 of the Articles of Association, there be added the following Words:—

'Provided always that the General Agents and Consulting Committee may in their absolute discretion at any time or times and from time to time declare and pay to the Shareholders an interim Dividend of such amount as they shall think fit.'

JARDINE, MATHESON & Co., General Agents.

Hongkong, July 8, 1884. 1130

ROBE SIM & Co.'s PATENT ANTI-FOULING COMPOSITION

as applied to Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Company; The Japanese Government.

Sole Agent, China, Japan, and Malacca, EDWARD GEORGE.

Hongkong, January 31, 1884. 188

Intimations.

NOTICE.

NOTICE is hereby given, that by the Provisions made under Two Bills of Sale dated respectively the 3rd day of March, 1883, made respectively between ABRAHAM ELIEZER ABRAHAM of the one part, and ALEXANDER AMADOR ECA DA SILVA of the other part, and the said ABRAHAM ELIEZER ABRAHAM and SOLOMON MEYERS of the other part, we, the Undersigned have this Day entered and taken possession of the Premises known as the 'NOVELTY STORE', in Marine House, No. 17, Queen's Road, Hongkong, and will transact all BUSINESS from henceforth on our own account and in our Names.

Dated the 14th day of June, 1884.

A. A. ECA DA SILVA, MEYERS.

1007

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRINCE CENTRAL.

COTTON DUCKS, HEMP CANNAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, COCK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882. 256

NOTICE.

PERSONS desirous of exchanging Soiled ONE DOLLAR NOTES for CLEAN Ones may do so at the HONGKONG & SHANGHAI BANKING CORPORATION from this date.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, May 30, 1884. 902

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., &c., &c.

WEST POINT IRON WORKS.

HAVING This Day commenced BUSINESS, are ready to undertake Work of the above Descriptions under the Supervision of an Experienced European.

Orders accompanied with the utmost despatch and at moderate terms.

24th September, 1883. 611

For Sale.

JUST LANDED AND FOR SALE.

A PARCEL OF NEW SEASON'S FOCHOH TEA

of the Finest Quality, Specially Selected for the Hongkong Hotel.

Prices:—
Boxes of 5 Catties ... \$ 3.50 each.
" 10 " ... " 6.00 "
" 20 " ... " 12.00 "

Also, An Assortment of BEER from AMERICA. The Celebrated

MILWAUKEE AND ST. LOUIS ANHEUSER.

Prices:—
\$1.50 ... per dozen Pints.
\$3.00 ... " " Quarts.

JULES MUMM EXTRA DRY CHAMPAGNE.

Prices:—
\$11.00 ... per dozen Pints.
\$20.00 ... " " Quarts.

Orders promptly attended to.

H. ST. CLAIR GREERLEY, Manager, HONGKONG HOTEL.

Hongkong, July 7, 1884. 1115

PUBLICATIONS BY J. DYER BAILL.

'CANTONESE MADE EASY'—A Book of SIMPLE SENTENCES in the CANTONESE DIALECT with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.

'We most cordially recommend it.'—China Review. 'Will be found to supply a want long felt by students of Cantonese.'—Daily Press. 'Mr. BAILL'S Notes on Classifiers and Grammar will be found very valuable.'—China Mail.

'EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY.'—Price, \$1.

'The Sentences given appear to be well arranged.'—China Mail. 'Contains a wide range of subjects.'—Chinese Recorder, &c. 'An extensive Vocabulary.'—Daily Press.

FOR SALE at Messrs. KELLY & WALSH'S, W. BREWER'S, and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs. THIBWAULT & Co.'s, London.

Hongkong, January 23, 1884. 143

FOR SALE

A FINE AUSTRALIAN COW in full milk, with a BULL CALF 10 months old.—Price for the Pair \$200 (dollars).

Apply to No. 5, PEDDER'S HILL.

Hongkong, June 31, 1884. 1028

FOR SALE, FREIGHT OR CHARTER.

THE BRITISH STEAMER 'MARY AUSTIN,' 140 Tons Register.

Apply to ALEXANDER LEVY.

Hongkong, July 12, 1884. 1157

To Let.

TO LET.

THE PREMISES in MARINE HOUSE, Queen's Road, now occupied by the 'NOVELTY STORE.'

Apply to HONGKONG DISPENSARY.

Hongkong, July 14, 1884. 1168

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL.

For further Particulars apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, August 1, 1883. 226

STORAGE.

THE Undersigned are prepared, from this date, to take GOODS on STORAGE in their Office Godowns, Praya Central.

RUSSELL & Co.

Hongkong, July 8, 1884. 1125

TO BE LET.

NO. 6, UPPER MOSQUE TERRACE.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, April 5, 1884. 606

TO LET, FURNISHED.

TO LET, FURNISHED, No. 10, SEYMOUR TERRACE.

Apply to MANAGER, China Mail Office.

Hongkong, April 15, 1884. 656

TO LET.

NO. 25, PRAYA CENTRAL.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, July 2, 1884. 1094

TO LET, FURNISHED.

PRAYA EAST AND WANGCHAI ROAD.

For Particulars, apply to SIEMSEN & Co.

Hongkong, April 26, 1882. 707

TO BE LET.

FURNISHED HOUSE in one of the TERRACES.

For Particulars, address 'J. D. B.' c/o China Mail Office.

Hongkong, March 26, 1884. 547

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from THE ACTING CHIEF CLERK, SUPERINTENDENT OF POLICE to Sell by Public Auction, on

MONDAY,

the 21st July, 1884, at 12 o'clock, Noon, at the Central Police Station, the

SUNDAY CONDEMNED STORES.—A QUANTITY of BALL & BLANK AMMUNITION, 272 B. L. SNIDER CARBINES, 467 SWORD BAYONETS, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, July 14, 1884. 1166

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain Pocock, will be despatched for the above Ports on WEDNESDAY, the 16th Inst., at Daylight, instead of as previously advertised.

For Sale.

MacEWEEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONARIAT),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 5 lb
this, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and California CHEESE.
CODFISH, Boneless.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEER in 16 lb kegs.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 24 lb cans.
" Assorted Canned VEGETABLES.
" Potted SAUSAGES and Sausage
MEAT.
" Stuffed PEPPERS.
" Assorted SOUPS.
Richardson & Hobbin's Celebrated Potted
MEATS.

Lunch HAM.
Lamb's TONGUES.
Oam CHOWDER.
Fresh ORANGE SALMON.
Dried APPLES.
TOMATOES.
SUCCOFASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

AGATE IRON WARE.

INSERTION RUBBER.
TUCK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.

PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PNEUMATIC RIFLES.

REVOLVERS.
DERINGERS.

PAINTS AND OILS.

TALLOW and TAR.
VARNISHES.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF

STOCKS.

including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TAYLOR'S DESSERT FRUITS.
JORDON ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Dried CHICKENS.
Yamouth BLOATERS.
Kipped HERRINGS.
Herrings in a SARDINES.

Irish BACON in this.
COCAINA.
VAN HOUTEN'S COCOA.
KOP'S COCOA.

SPARTAN

COOKING STOVES.

OLARETS—
CHATEAU MARGAUX.
CHATEAU LA FOU, pink & quartz.
IRIS GRAYES.
BREAKFAST OLARET.

SHERRIES & PORT—

SACONE'S MANZANILLA & AMON-
TILLADO.
SACONE'S OLD INVALID PORT
(1849).
HONY PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
FINEST OLD BOURBON WHISKY.
KIRWAN'S LL WHISKY.
ROYAL GLENDE WHISKY.
BOOBY'S OLD TOM.
E. & J. BUCK'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PRIME & CO'S VERMOUTH.
JAMESON'S WHISKY.
MARSALE.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
ORACAO.
ANGOSTURA, BAKER'S and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and

SAVAGES, pink and quartz.

GUINNESS'S STOUT, bottled by E. &

J. BUCKE, pink and quartz.

DRAUGHT ALE and PORTER, by the

Gallon.

ALE and PORTER, in hogheads.

SPECIAL SELECTED

CIGARS.

Fine New Season's CUMSHAW TEA, in

5 catty boxes.

BREWERY CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF

BOXES, at Manufacturer's Prices.

Hongkong, June 14, 1884.

For Sale.

JULES MUMM & Co.'s
CHAMPAGNE.
Quarts \$20 per doz. Case.
Pints \$21 per doz. "
GIBB, LIVINGSTON & Co.
Hongkong, December 20, 1883. 1177

FOR SALE.

SIX EUROPEAN HOUSES, Nos. 1, 2,
3, 4, 5 and 6, ALEXANDRA TERRACE.
Monthly Rent, \$330.

Apply to
"A. B."
OFFICE OF THIS PAPER.
Hongkong, May 28, 1884. 885

NOW ON SALE.

A CHINESE DICTIONARY
CANTONESE DIALECT,
BY
DR. E. J. EITEL.
CROWN OCTAVO, PP. 1018.

Part I. A-K \$2.50
Part II. K-M \$2.50
Part III. M-T \$3.00
Part IV. T-Y \$3.00

A Reduction of ten per cent. will be

allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language,

compiled on the basis of Kangxi's

Imperial Dictionary, contains all Chinese

characters in practical use, and who alpha-

betically arranged according to the sounds

of the oldest dialect of China, the Man-

chinese, it gives also the Mandarin pronun-

ciation of all characters explained in the

book, so that its usefulness as a means

conferred to the Chinese Dialect, but the

work is a practically complete Thesaurus of

the whole Written Language of China, an-

cient and modern, as used all over the

Empire, whilst its introductory chapters

serve the purposes of a philological guide

to the student.

A Supplement, arranged for being bound

and used by itself, and containing a List

of the Radicals, an Index, and a List of

Surnames, will be published and sold

separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1883. 151

Notices to Consignees.

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FROM BATAVIA, SINGAPORE,
AND SAIGON.

THE Steamship *Gova*, Captain J. Jacob,

having arrived from the above Port,

Consignees of Cargo are hereby requested

to send in their Bills of Lading to the

Underigned for countersignature, and to

take immediate delivery of their Goods.

Cargo impeding the discharge will be at

once unloaded and stored at Consignee's risk

and expense.

JARDINE, MATHESON & Co.
Hongkong, July 14, 1884. 1165

NOTICE.

CONSIGNES, and all others interested

in Cargo from Singapore, Saigon and

Hohow, S.S. *Macdonough*, are hereby

informed that part of the Cargo has been

saved by the Underigned, with whom they

will please communicate.

The saved Goods are stored at present

in our Godowns.

A. SCHOMBURG & Co.
Hohow, June 21, 1884. 1065

Notices to Consignees.

STEAMSHIP SINDH.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNES of Cargo for Steamships

Sindh and *Gordonia*, from London, in

connection with the above Steamers, are

herby informed that their Goods—with

the exception of Opium, Treasure and

Valuables—are being landed and stored at

their risk at the Company's Godowns,

whence delivery may be obtained im-

mediately after landing.

Optional Cargo will be forwarded on,

unless intimation is received from the Con-

signees before Noon To-day (Thursday),

requesting it to be landed here.

Bills of Lading will be countersigned by

the Underigned.

Goods remaining unclaimed after Thurs-

day, the 17th July, at Noon, will be

subject to rent and landing charges at 1

cent per package per diem.

All Claims must be sent in to us before

the 19th July or they will not be recog-

nized. No Fire Insurance has been effected.

I. MARIN,
Acting Agent.
Hongkong, July 10, 1884. 1140

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

ANNA STEPHEN, German barque, Captain

Paulson.—Wolter & Co.

ANNE W. WESTON, American barque,

Capt. H. O. Wilson.—Bun Hin Chan.

C. T. HOOK, British steamer, Captain W.

Jarvis.—T. Howard & Co.

EL CAPTAIN, American ship, Capt. J. E.

Seawell.—Banks.

F. C. SIEGEN, German barque, Capt.

Holm.—Wolter & Co.

GOVERNOR GOODWIN, Amer. ship, Capt.

H. A. Norton.—Captain.

GOVERNOR TILLEY, British ship, Capt. J.

O. Dickson.—Captain.

GREAT ADMIRAL, American ship, Capt.

James F. Rowell.—Master.

GUY C. GOSN, American barque, Capt. J.

Freeman.—Captain.

MAHIA, British barque, Capt. J. O.

Gibbitts.—Wolter & Co.

LEONORA, American ship, Captain J. F.

Petersen.—P. & O. S. N. Co.

MACDON, British ship, Captain J. F.

Emm.—P. & O. S. N. Co.

MATILDA, American ship, Captain J. G.

Morgan.—Jardine, Matheson & Co.

SCHILLER, German barque, Captain O.

Steinbock.—Melchers & Co.

VICTORIA, British steamer, Captain J. B.

Shield.—T. Howard & Co.

WEST AUSTRALIAN, British barque, Capt.

James Thomas.—Gibson & Co.

WILLOW, American barque, Captain

Chas. A. Sawyer.—Melchers & Co.

WILHELM HOFFMEYER, Ger. barque, Capt.

W. Holte.—Stemson & Co.

WY. PHILLIPS, Amer. barquentine, Capt.

John H. Potter.—Jardine, Matheson & Co.

To-day's Advertisements.

FOR NINGPO AND SHANGHAI.

The Steamship *Peking*,
Capt. C. H. HERRMANN, will
be despatched for the
above Ports TO-MORROW, the 16th inst.,
at 5 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, July 15, 1884. 1171

Vessels Advertised as Loading.

Amoy and Taiwan. Thales (s). Pocock. Douglas Laprak & Co. July 16, at daylight.

Bombay, via Straits. Zambesi (s). Russell & Co. July 19, at 5 p.m.

India. Amal (s). Russell & Co. July 21, at 5 p.m.

London, via Suez Canal. Glomire (s). Russell & Co. July 21, at 5 p.m.

London, via Suez Canal. Glomire (s). Russell & Co. July 21, at 5 p.m.

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THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED.

FOR ILOILO.

The Co's Steamship *Amatita*,
Captain HANLEY, will be
despatched for the above
Port on MONDAY, 21st inst., at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, July 15, 1884. 1170

NOTICE.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE is hereby given that SHARE

CERTIFICATE No. 472 in the Name

of CHAPMAN KING & Co. for EIGHT

SHARES of this Society, No. 877 & 884,

has been declared LOST; and that after

ELIGIBLE DAYS from the date of this Notice,
a NEW SHARE CERTIFICATE for the

said Shares will be ISSUED and the afore-

said Certificate No. 472 will be Cancelled.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, July 15, 1884. 1160

SHIPPING.

ARRIVALS.

July 14, 1884.—

Amoy, German steamer, 300, Schrader,

Hohow July 13, General.—Wolter & Co.

Cheong Hock Kien, British steamer, 956,

Fred. Webb, Penang July 5, and Singapore

9, General.—Bun Hin Chan.

Amoy, British steamer, 814, W. Potta,

Saigon July 10, Rice and Paddy.—SIEMSEN

& Co.

July 15.—

Tehran, British steamer, 1,070, W. J.

Nantes, Yokohama July 6, Kobe 8, and

Nagasaki 10, Mails and General.—P. &

O. S. N. Co.

Zafra, British steamer, 975, Talbot,

Manila July 13, General.—RUSSELL & Co.

Greynold, British steamer, 227, D.

Scott, Paiton July 11, Hohow 13, and

Macao 15, General.—ADAMS, BEIL & Co.

Roatta, British steamer, 2,133, J. W.

Brady, Shanghai July 12, Mails and

General.—P. & O. S. N. Co.

Peking, British steamer, from Canton.

H.T.C.M.S. Wei Sing, from Canton.

Tartar, German brig, 250, H. Moldt,

Pitago July 2, Timber.—LANE, CRAWFORD

& Co.

Suez, French man-of-war, 1,700, Com-

The *Saiponians* of the 10th inst. states that it is informed, on good authority, that on account of the heavy rains and the bad state of the roads the march on Langson commenced by General Négrier had been stopped, and that the column placed under his orders would return, about the 5th inst., to Hanoi.

No information has yet reached either Saigon or Haiphong regarding the fate of the detachment of French troops under Colonel Dugénois, but, presuming the statement of the *Saiponians* to be correct it is very improbable that General Négrier would have started upon a return march to Hanoi until he had found the broken and decimated detachment which he went to succour, and rescued his comrades from their painful and perilous position.

The following important cricket matches came by mail, yesterday:—Kent beat Derbyshire by 62. The principal scorer in the match was Lord Harris (36 and 82).—Oxford University beat the M. C. C. and Ground by 4 wickets. The Dark Blues have had a capital season. They have defeated the Australians, Lancashire, and the M. C. C. and were only just beaten by the Gentlemen of England. They will in all probability win the Inter-University match. Middlesex gained a decisive victory over Surrey by 8 wickets. For Surrey Mr. Read (28 and 23), and Mr. M. P. Bowden (2 and 4) were top scorers. Mr. T. C. O'Brien (4 and 41 not out), Mr. C. S. Studd (34, and 20 not out) were the principal contributors for Middlesex. Kent gained a creditable victory over Lancashire by 8 wickets. Lord Harris (53) in the second innings of Kent and Mr. E. Rapier (65) in the second of Lancashire were the principal scorers in the match. The M. C. C. gained an easy victory over Cambridge University by 8 wickets. The Light Blues seem most unfortunate this season.

The new French possession of Obock, says the *Saiponians*, is of greater importance than is generally believed; it is not a small district but an extensive department which a recent treaty grants us. The limits of the territory of Obock comprehend a hundred kilometres in breadth and thirty eight kilometres in depth. The port is excellent; surrounded by cliffs which protect it almost completely from winds from the West and North, it offers two distinct anchorages sheltered by banks of coral with a depth of from ten to thirty metres. We have already said that the administration of Marine had deputed to establish at Obock a small coal depot. M. de Courty, recently resident, will at once be sent to that place, where a French gunboat, the *Oriflamme*, already stationed there, is to be placed at his disposition. He will proceed, among other things, with the erection of a lighthouse to light up the entrance of the port. It should be remarked that Obock is a vital station, where everything except coal pays most exorbitant prices. Fresh water is obtained by distillation; there is not a drop to be found in the English district, and there are no vegetables. Obock offers superior resources, and many vessels will find the advantage of putting in there, particularly if good means are organised for the shipment of coal.

The *S. S. Nansien*, which arrived late last evening from Haiphong, brings some particulars of the typhoon which raged over the greater part of the country on the 8th inst. Details of the damage done to property up country, at Hanoi, Haiderong, Nandinh, &c., had not reached Haiphong up to the date of departure of the *Nansien*, on the 12th, but that port itself appears to have suffered severely. The preliminary indications of the typhoon were felt at Haiphong about noon on the 8th, and such preparations as could be made to meet the coming tempest were made by the boats and shipping on the river and creek, the steamers in port securing the firmest anchorage and getting steam up, while the cargo-boats and sampans lashed themselves together in the positions offering the greatest amount of shelter. The force of the storm gradually increased, and shortly after dark reached its climax. The native-houses, built of bamboo and thatched with palm, were unroofed and blown down by the force of the wind, and the very materials of which they were constructed were in many instances swept away by the waters of the Song-tai-hue creek which, with the river, had been forced up to several feet above its usual height. Torrents of rain also accompanied the wind storm. Besides the destruction wrought among the native huts many of the more substantial European buildings suffered severely. The block-houses erected at different points along the boundaries of the Concession, and at the extreme end of the native village were utterly destroyed, and the Government store-houses, containing provisions and stores for the troops, were unroofed and otherwise damaged, a large proportion of the contents being destroyed by water. The military hospital, which is situated by the river-side, was flooded by the rising waters, the unfortunate patients having to evacuate the building for safer quarters. A large brick building, the property of Mr. A. R. Marty, which has been in course of erection for some time past, and was nearly finished, was almost destroyed, the wind getting inside the structure by means of the unfinished windows and doors. An Annamite was severely injured by the falling material, and it is feared that some others were buried under the debris. Mr. Marty reckons his loss through the destruction of this house at \$8000.

A new building belonging to Messrs Schriber & Co. was demolished, and the premises of Messrs Imbert and Chesnay, Madame Carbondel and others sustained more or less damage.

On the river and creek much loss was also sustained. The wind during the course of the evening shifted round to all points of the compass and it was impossible to find a secure place of refuge. A marine fire engine, with a crew of five men drifted from its moorings and disappeared, and no information had been received as to its fate up to the departure of the *Nansien*. The small steamer *Soudai* had a narrow escape of foundering and a number of junks and sampans came to grief. The telegraph line between Hanoi and Haiphong was also destroyed.

It is impossible at present to estimate either the amount of losses sustained or the number of lives lost, as it is probable much damage has been done to houses and shipping property in the interior, of which no intelligence has yet reached Haiphong.

No further information is to hand concerning the fate of the detachment of French troops under Colonel Dugénois, who sustained this attack of the Chinese on the Langson road.

We hear from Newchwang that the country in that neighbourhood is very dry, the natives long for rain. The weather, however, is not at all hot compared with what it is in the south, the thermometer ranging between 60° and 85°.—N. C. D. News.

The Directors of the Chinese Sahab Land Company have received favourable advice from their representative on their estate on the Suanlanba. He reports that he never had seen tobacco growing better than in the numerous small plots. Fifty thousand plants were planted out, the transplanting was in good time, and they were progressing well, the prospects being good.—N. C. D. News.

Mr. Dallas has, says the *Shanghai Mercury*, received for sale two griffins evidently in the ting hoi order, one of which has two tails. The owner expects that another company will be formed to ship him to San Francisco and he asks the modest sum of \$10,000 for them. I believe the same owner received \$10,000 for the last one, and investors were waiting both in tails and heads.

Owing to the *Tangshu* lightship having been run into recently by a steamer employed on the Shanghai-Canton line, the *Kua-hing* with Captain Barton and Mr. Warburg, surveyors, on board, left for the lightship yesterday (July 10th) to ascertain what injuries she has received and whether it is necessary for her to be towed to Shanghai to be docked.—N. C. D. News.

SEKENT Maclean of the Hongkong Police Station, deserted his post, says the *Shanghai Mercury* of the 10th July, last night without giving notice of his intention. A few days ago, we understand, he was fined \$15 for being drunk. So Maclean on calculating, came to the opinion that if he enjoyed two apiece only every month his monthly pay would amount to \$20 only. Therefore he thought it the safest to shake the Hongkong mud off his heels and left for happier regions, where one can enjoy a midnight mumble without paying extra for his folly.

The Lhang correspondent of the *Suen-wei* states that "several boat loads of copper from the new Yunnan copper mines arrived the other day at the port under the charge of a Wei-yuan. It is the purpose of the Wei-yuan shortly to convey the copper by steamer to Hankow." We believe this copper will be transported, via Chinkiang, to Tientsin for the manufacture of cartridges shells, as the 800 piculs lately ordered by the Viceroy Li from Shansi for the Tientsin arsenal has been in a great part consumed.—*Shanghai Mercury*.

In H.B.M.'s Supreme Court at Shanghai on the 10th July, the Assistant Judge, was occupied in hearing a claim brought by a man named Hill Joseph Abraham against Benjamin David Benjamin in respect of balance of wages, and one month's wages in lieu of notice—total amount of the claim being £12.20. Mr. H. S. Wilkinson appeared for Plaintiff, and Mr. Wainwright for Defendant. The case occupied the Court from 10 a.m. till 1.30 p.m. The length of the sitting has so demoralized our Reporter that he has only sent us a bare outline of the case, which does not, however, seem to present any feature of interest. Plaintiff, who is a poor Jew, who speaks very imperfect English, alleges that he entered the service of Defendant in February last in the capacity of Godown-keeper at Shaw's Godowns at a monthly salary of £15.55, having been introduced to Defendant by Mr. Togg, and he also claims a month's wages in lieu of notice. He further alleged that he was dismissed from his employment because he gave true evidence against Defendant in the late prosecution, and refused to perjure himself as he was asked to do. The defendant's evidence was almost entirely at variance with that of the Plaintiff, and the parties frequently, in the course of the proceedings, applied the epithet of liar to one another. Defendant alleged that he took Plaintiff into his service more out of charity than anything else, and that he was employed not as Godown-keeper but as Watchman, and was dismissed at the end of February by Mr. Moncrieff, Defendant's manager. Defendant also stated that he had allowed Plaintiff to remain at the Godowns out of kindness and because he had nowhere else to go to. Judgment was ultimately entered for Plaintiff for £12.20. Plaintiff to pay his own Court fees.—*Shanghai Mercury*.

The following items are from the *London & China Express* of June 19th:—
Latest Mail Advice:—Yokohama, via San Francisco April 27, Shanghai April 25, Foochow April 23, Hongkong May 1. The French mail, en Naples, with the advice dated as above, from China and the Straits Settlements, was delivered in London on the 8th inst., four days in advance of its due date. The Japan advices were received at San Francisco on the 30th ult. The next inward mail, ex P. and O. steamer *Nepes*, from Shanghai 3rd, Hongkong 8th May, was despatched from Bridget on the 12th inst., and will reach London to-morrow evening, two days early.

The *Shanghai Mercury* reports that the Osnabuck Steel Works Company has received an order from the Chinese Government for a quantity of Hammer rails.

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WAR'S ALARMS.

EXCITEMENT IN PEKING.
Peking, July 8.—The wildest rumours are in circulation here about the situation. It is said that an indefinite number of French men-of-war are rendezvousing at Chefoo and at Kiang-shan, a place which is extremely close to the Liao-tung Promontory.

Our Chefoo Correspondent recently informed us that the Chinese fleet at Chefoo left port during the night. It appears that the order for their departure was so pressing that the Chinese fleet could not wait for the order to sail was given, till the vessels had left port.

No fewer than twenty French men-of-war are expected to rendezvous in the waters of North China shortly.

The French ironclad *Bayard*, 6,000 tons and 14 guns, arrived outside the Red Buoys at Woussing yesterday (July 8th). She was accompanied by the *Agile*, gunboat, which came up to the Settlements in the afternoon.

This vessel is now moored off the French Concession on the Footing side of the river. Another French gunboat, the *Lyons*, arrived at Shanghai yesterday (July 10th) from Tientsin. The vessel took a prominent part in the late operations there, and still has her fighting 'top' up, on all three masts.

The ultimatum reached the French Minister from Paris on Wednesday afternoon, and yesterday (July 10th) the *Villars* left the port with sealed orders. She only proceeded a short way down the river, however, and then returned, as it was about the *Woussing* fort. The *Bayard* is above it as far below the fort as the *Villars* is above it.

The Chinese gunboats have all left Woussing and most of them have gone to the French Concession. The French gunboats were seen there yesterday afternoon (July 10th).—N. C. D. News.

REINFORCEMENTS.

The Anhwei regiments have been reinforced by a thousand recruits, and we learn that General Chang has ordered a large detachment to proceed to Tientsin Shan and occupy the place.

It is reported that a large number of ground mines, and also a considerable quantity of powder and shot arrived at Canton on the 1st inst. from Kiangnan. Shanghai wharves were transported to Nanking on the same day.

SIR ROBERT HART.

We hear that Sir Robert Hart started on the 8th inst. from Tientsin per steamer *Wuhsing* for Shanghai. Before his departure from Peking Sir Robert had a very long conference with K'uang Fei-shih, the French Consul, who had been in the city for some time, and had just been ordered to depart for the south. It is conjectured that Sir Robert's departure must be in connection with the Franco-Chinese difficulty.

NEWS FROM TIENTSIN.

The *Shen-pao*'s Tientsin correspondent telegraphed yesterday (June 9th) to that paper stating that a French steamer, the *Yong-fu*, had arrived at Tientsin, and was ordered to go to Lu Shun K'ou (Port Arthur) to supervise matters relating to Coast Defence. Hui Chen and Liao Shou Hong, High Commission, and members of the Tientsin-Yamen, appointed by the French Government, accompanied the *Yong-fu*. The French requesting the appointment of 'Commissioners of rank and influence to assist him in the negotiations with the French,' arrived together yesterday (June 9th) at Tientsin.

A SCARE AT THE WOUSSING FORT.

We have it on good authority that yesterday afternoon (June 9th) at four o'clock a large number of French steamers passed the Woussing fort, crossed the bar and anchored behind the forts in a position where there happened to be no guns posted, and in an admirable place for shelling the forts, without getting any shots in return.

The French gunboats, which were observed in the forts, when they saw a bustle on board the *Bayard*, imagined that the French were preparing to bombard the place. The troops were beat to quarters, but we imagine it was preparatory to a retreat out of the forts, as we are in a position to state that secret orders have been transmitted through the Tientsin to the general commanding the Chinese troops in this vicinity to offer no resistance to the French before war has been declared.

FRONTIER DEFENSE.

General Huang, formerly commander of all the troops of the French in Chekiang, and a veteran under Tsou Tsung-tang, has been ordered by the throne to take from the Liang Kiang Army, three battalions of the Ku Taiang T'ang, and having enlisted two more battalions of Hunan veterans, he is to take command of the French frontier.

DEFENSE OF FORMOSA.

The Tientsin correspondent of the *Suen-wei* states that 'H. E. Liu Ming-chun who was lately appointed to the supreme command of the defenses of Formosa, upon his arrival at the island, made for him at the residence with Li Chung T'ang and departed the same day in a man-of-war en route for Formosa.' This also, says the correspondent, shows that the Throne was aware of the gravity of the situation, wishes to be prepared in case of a rupture with France.

A FATAL ACCIDENT AT KIANGNAN ARSENAL.

We hear that the French were about to make a midnight excursion up the river and seize the Kiangnan Arsenal and Lungshu Powder Works, was a fatal accident. The Chinese late night, (June 9th), and so much powder was attached to the Chinese arsenal, that the explosion was a fearful one. The explosion was a fearful one. The explosion was a fearful one.

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(From a Correspondent.)

Canton, Monday.

On Friday night Major General P'u Ting 李 督 辦, who was leading 2,000 soldiers to the southern frontier of Kwang Si, died very suddenly. The ex-Viceroy Cheung Shi Shing had invited him to a feast at which, report says, the unfortunate Major General imbibed freely of Shan Shao wine and partook freely of water-melon, lichi, &c. He was brother to the Governor of the Kwang Si province.

This movement of troops may or may not mean that China intends to fight.

Yesterday, (Sunday) the new Viceroy took over the seals of office. In consequence the ex-Viceroy has removed from the Yamen to the Salt Exchange.

The present Viceroy is a member of the Hanlin College of Doctors, being third in the first list or what is called a 'Pan Hwa. He has served as Literary Chancellor-in-Chief and afterwards as Governor of Shansi.

to rush home and make immediate preparations for flight, without even calling by the way to relieve the anxiety of the excited crowd congregated in the sanctuary of the *Shen-pao*, for, as the editor says, 'suppose it were true reality.' The whole of the foreign nations having Consulates at Shanghai must have declared war with China, if the special war correspondent of the *Shen-pao* judged by the absence of their columns from the Consular flagstaff yesterday. But it must have been a great relief, when he discovered the reason why—that the flags are generally hauled down when the wind is blowing at the rate of twenty miles an hour.—*Shanghai Courier*.

THE FRANCO-CHINESE EMBROIDERY.

The *Shen-pao* this morning gives what is purported, and which it believes to be the true version of the affair at Liang-shan, and it shows clearly that both sides are to blame. This version is embodied in a letter from a correspondent in Kwang-Si. The letter states that the time Pan Ting Hsin, arrived at Kiang-shan to take his place as Fu-tai of that province, he wrote a despatch to the Tientsin-Yamen to the effect that the places beyond the boundaries were exceedingly difficult to hold. On receipt of this the Tientsin-Yamen represented the matter to the Hongkong Yamen, who thereupon became wrath and said 'What does he show a craven's fear before he has gone beyond the boundaries?' A decree was then immediately forwarded to Pan Ting Hsin, who at the time he received the order to return to the French, who told him to retire, but he, fearing lest he should be blamed for cowardice, refused to do so, whereupon the French fired a blank charge to warn him off, and to show that should he still refuse to retire, shotguns would be fired at him, and the French would be the aggressors.

The Chinese gunboats have all left Woussing and most of them have gone to the French Concession. The French gunboats were seen there yesterday afternoon (July 10th).—N. C. D. News.

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Way the French Flag was HAZLED DOWN.

THERE must have been great excitement in the *Shen-pao* office over the news which the editor says he received yesterday afternoon (July 10th) from a person employed in some Consulate to the effect that France had declared war against China, and that this was the general impression amongst the foreigners here. The editor of the *Shen-pao* immediately sent a 'special reporter' to the French Consulate to see whether the flag had been hauled down. We can fancy the bright light of the 'special reporter' had, when he observed that in truth there was no tri-colour on the flagstaff. His first impulse, perhaps, was

to rush home and make immediate preparations for flight, without even calling by the way to relieve the anxiety of the excited crowd congregated in the sanctuary of the *Shen-pao*, for, as the editor says, 'suppose it were true reality.' The whole of the foreign nations having Consulates at Shanghai must have declared war with China, if the special war correspondent of the *Shen-pao* judged by the absence of their columns from the Consular flagstaff yesterday. But it must have been a great relief, when he discovered the reason why—that the flags are generally hauled down when the wind is blowing at the rate of twenty miles an hour.—*Shanghai Courier*.

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On Friday night Major General P'u Ting 李 督 辦, who was leading 2,000 soldiers to the southern frontier of Kwang Si, died very suddenly. The ex-Viceroy Cheung Shi Shing had invited him to a feast at which, report says, the unfortunate Major General imbibed freely of Shan Shao wine and partook freely of water-melon, lichi, &c. He was brother to the Governor of the Kwang Si province.

Way the French Flag was HAZLED DOWN.

THERE must have been great excitement in the *Shen-pao* office over the news which the editor says he received yesterday afternoon (July 10th) from a person employed in some Consulate to the effect that France had declared war against China, and that this was the general impression amongst the foreigners here. The editor of the *Shen-pao* immediately sent a 'special reporter' to the French Consulate to see whether the flag had been hauled down. We can fancy the bright light of the 'special reporter' had, when he observed that in truth there was no tri-colour on the flagstaff. His first impulse, perhaps, was

THE LOSS OF THE 'MARLBOROUGH'.

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry into the circumstances attending the loss of the British steamer *Marlborough*, which was wrecked on the 12th inst., was held at the Harbour Master's Office to-day. The Court was composed as follows:—Captain Thomson, R.N., Harbour Master (President); Lieut. G. S. Keigwin, Navigating Lieutenant of H.M.S. *Victor* (Enquire); Captain T. H. Ogle, Master of the British steamer *Arcturion*; Captain R. D. Macartney, Master of British steamer *Arcturion*; and Captain S. Bacon, Master of the British steamer *Zambezi*.

Proceedings were opened by the President reading a resolution from the *Marlborough*, asking that an enquiry be held, and also reporting how and where the steamer was lost. In his letter, the Captain also stated a Chinese pilot was in charge of the ship at the time, that the pilot had since disappeared, and that though the *Marlborough* was a British steamer, she was at the time under the command of a Chinese pilot. The President then read the Governor's commission authorizing the enquiry to be held, and then called on Captain Kunath to give evidence.

Harbour Master Thomson, sworn, said:—I am a master mariner. I have been 16 years at sea. I possessed a certificate of competency as master, granted in Singapore; it was lost in the ship. I obtained it in May, 1881, and joined a sailing vessel, the *Marlborough*, in 1882; this was the first steamer I commanded. The *Marlborough* was of 1175 tons. During the two years I was in command of her I traded between Java, the Straits and China; the most northern port being Amoy. The *Marlborough* was under the command of a Chinese pilot, the official log was in the cabin, and went down at once. I left Hoihow on the 12th June, with two certificated officers, three engineers, the first and second only possessing certificates, 22 sailors, 18 stowaways, and a crew of 100. I had a general cargo on board for Hongkong and Swatow. The ship was drawing 18 feet 2 inches forward, and 20 feet 3 inches aft. I left Hoihow at 10 a.m., the weather being fine and clear. The Chinese navigated with the *Marlborough* to the Hoihow Strait, it was lost in the ship. The ship's register was taken away from me by the British Consul in Hoihow. I lay two miles off the nearest land at Hoihow. The chart looked out from the Hoihow Strait at 8 a.m. on the day I left. The Commissioner of Customs and my Chinese agents, whose names I forgot, sent him on board. I was not obliged to take a pilot, but everybody told me that it was very dangerous and that ships were lost. I kept on my way, and navigated the ship myself until we were about a mile from Hainan Head. Before we reached this place, the pilot said he would take charge here as this was the dangerous part. I had the chart on the bridge. When we reached the head the weather was equally over the land, and I could not see clearly. I at first intended myself to take the middle channel, but I was afraid I would lose sight of the marks and the pilot said he would take the Northern channel. I allowed him to do so. I had no land going all this time. This was the first time

they were in or out of the water; so long as they were on the chart. The fact of their being on the chart, notified you of the danger, and it was your duty to steer clear of them.

Witness:—After a short time she suddenly took a sheer to starboard of 8 points and we could not steady her. The engines were going about 9 knots, and the ship was running against next 4 knots. What happened next?—We steamed the ship, and immediately afterwards she struck on the reef. (Witness after some deliberation and apparent protest, marked the position on the chart, close to Hainan Head.) Did she go down at once?—She struck forward below on the starboard side, nearly amidships. I stopped the engines, shut the sluices and sounded the bells, and gave orders to lower the life boats. The starboard life boats were launched, and one of the port boats. The port lifeboat could not be launched, as there was too heavy a list, the ship lying on her starboard beam. I sent my Chinese passengers, about 120 in number, on board some junks, which came up, by means of the life boats.

When did you strike?—About 1.20 p.m. The passengers were then taken on shore, myself and all the crew remained on the ship until 4.30, when we all landed on Hainan Head. I tried to return to the ship at six o'clock, when the tide turned, but the current was running too strong, and I had to return to the shore. I saw there was no chance of getting the ship off as it had filled with water. We rigged up tents for the crew and passengers, where we slept that night.

How is it you could not save these papers?—The stern went down at once, and at high water the ship was covered with water up to the foot of the mainmast. She was lying at an angle of about 30 degrees. I sent messengers to Hoihow to ask for boats to assist. No boats came. Next day, I sent my comrades, and on the third day some cargo boats came down, as well as a Chinese gunboat and six war junks, to which we were towed. We brought some provisions and also saved some from the ship. Mr. Wallace, the Consul, the Commissioner of Customs, the Harbour Master and Mr. Schomburgk came down. I forgot to say that immediately after the ship struck the Chinese sent the *Agile* on board from junks, and looked the vessel.

How could they get to the ship? The tide was running too strong. They could easily get to the ship during the flood tide, and the stern did not go down for two hours.

How was it you could not save your papers if the stern did not go down for two hours?—My cabin was right aft on the starboard side of the saloon, which is under the deck. The ship, immediately she struck, went on her starboard beam, and the saloon wall went under the water. Two hours afterwards the whole stern settled down and the ship righted herself. I went into the saloon as soon as the ship struck, but I could not get into my own cabin as it was full of water. I saved some clothes which were floating about, and took them to the junks, from which a guard was sent to prevent the ship being looted.

The Chief Officer having been sworn, said he joined the *Marlborough*, in Singapore three years ago, and was on the *Marlborough* when she was wrecked. He remained on the forecastle until the anchor was secured, when he went on the bridge. The captain was on the bridge, and had a chart before him at the time she was wrecked. He saw the Chinese pilot on board, who looked like a man of 40 or 50 years of age. Just as the ship got to Hainan Head, witness was watching the steering, there were four men at the wheel—and he saw the pilot sign the helm to be ported. The ship did not pay off for some time, and the water was well when deep. At last she answered suddenly, and came round to starboard. As soon as witness saw the ship come round he told the men at the wheel to steady the helm, as he knew she was a bad steerer. The ship still paid off to starboard, and the pilot then told them to steady, and the ship came round about 1 1/2 to 2 points even then.

The President:—How many points did the come round altogether?—I can't say.

The President:—You don't know how many points she came round?—I don't know. The officer specially in charge of the steering, possessing a master's certificate and been at sea 11 years, and yet you can't say how many points she paid off.

How was the ship's head before the order to put the helm to port was given?—Witness:—I don't

